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1991

**HONGKONG, CANTON, AND MAC
 STEAMBOAT COMPANY, LIMITED**
NOTICE TO SHAREHOLDERS.
THE Dividend at the rate of 6 per cent
 \$4.50 per Share, declared at the ORD-
INARY HALF-YEARLY MEETING
SHAREHOLDERS hold THIS DAY.
 The meeting will be held at the
 Banking Corporation and after 4
 O'CLOCK P.M. on **MORROW, SATURDAY**, the 2nd instant.
 Shareholders are requested to apply at
 the Office of the Company for a Share Certificate.
 By Order of the Board of Directors:
 T. ARNOLD, Secretary.
 Hongkong, 1st August, 1888.

**HONGKONG AND WHAMPOA DO
 COMPANY, LIMITED.**
NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
 will be held at the Office of the Company,
 14, PRINCE STREET, on **MONDAY**, the 14th
 instant, at 5 O'CLOCK P.M. for the purpose
 of receiving the dividend.

THE TRANSFER BOOKS of 1884, for the
will be CLOSED from the 5th to the
instant, both days inclusive.
By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 2nd August, 1884.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6
1875, the Undersigned Banks will
be CLOSED for the Transactions of Public Buis-
ness on MONDAY, the 4th inst.

For the CHARTERED MERCANTILE BANK
INDIA, LONDON, AND CHINA.

JOHN THURBURN,
Manager, Hongkong and Shanghai Bank, Ltd.
FOR the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD,
Acting Manager, Hongkong and Shanghai Bank Corporation.
FOR the HONGKONG AND SHANGHAI BANK CORPORATION.
T. JACKSON,
Chief Manager, Comptoir d'Escompte de Paris.
FOR the COMPTOIR D'ESCOMPTE DE PARIS.
J. ARRANGE.

Hongkong, 2nd August, 1884. [1
HONGKONG & SHANGHAI BANKING
CORPORATION.
NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on MONDAY, the 25th day of August Current at 3 o'clock P.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June.

By Order of the Court of Directors, -
T. JACKSON,
Chief Manager
Hongkong, 2nd August, 1884.

HONGKONG & SHANGHAI BANK
CORPORATION.

NOTICE is hereby given that the REG-
ISTERS or SHARES of the Corporation
will be CLOSED from the 11th to the 2
August Current (both days inclusive), during

which period no Transfer of Shares can
Registered.
By Order of the Court of Directors
T JACKSON,
Chief Manager,
Hongkong, 2nd August, 1894.

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.
CAPITAL: ONE MILLION STERLING.
UNLIMITED LIABILITY OF SHAREHOLDERS.

FIRE Undersigned having been appointed Agent of the above Company is prepared to accept **FIRE and MARINE RISKS** at current rates, allowing the usual discounts.

ALEXANDER LEVY
Hongkong, 1st August, 1884.

W. BREWER has just received
New Popular French Novels.
New Collections of Music.
A Consignment of very beautiful American

Fresh American Cigarettes and Cigarette
 Tobacco.
 American Novelties.
 Irving's Impressions of America.
 Biography of Princess Alice.
 Spencer Hill's Indo-Chinese Opium Traffic.
 Gordon's Reflections on Palestine.
 Knight's Dictionary of Engineering.
 Modern Steam Practice and Engineering.
 Reed's New Engineering Guide Book.
 Poker and how to Play.
 A. B. C. Telegraph Codes.

Brown's Law Dictionary.
 Palmer's Shareholder's Legal Companion.
 Anderson's Modern Horsemanship.
 Boulgor's West China, Vol. III.
 Another large Consignment of Gentlemen's
 Boots and Shoes.
 Also lately received, a Splendid Selection
 Ladies' Summer Shoes.
 W. BREWER,
 Queen's Road.
 UNION LINE

THE Steamship
"ALTNACRAIG,"
Captain Buyers, will be despatched for the above Ports TO-DAY, the 2nd instant, FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 1st August, 1884. [14]
"CASTLE" LINE OF STEAMERS.
FOR YOKOHAMA AND HIOGO.

THE Steamship
"GORDON CASTLE"
 Rowell, Commander, will be despatched for the
 above Ports at DAYLIGHT TO-MORROW, the
 3rd instant.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.
 Agents.
 Hongkong, 2nd August, 1884. [142]
DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY, AND FOOCHEW
THE Company's Steamship
"KWANGTUNG,"
Captain Young, will be despatched for the
above Ports TO-MORROW, the 3rd instant
at NINE A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
Hongkong, 1st August, 1884.

FOR SWATOW, SINGAPORE, AND
BANGKOK.
THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.
THE Company's Steamship
"TAICHIOW",
Captain J. Jordan, will be despatched for the
above Ports on MONDAY, the 4th inst., at
2 P.M.
For Freight or Passage, apply to

YUEN FAT HONG.
Agents.
Hongkong, 1st August, 1884. 11435

Mr. T. Isaac Hughes said—I am a broker. I was

to Mr. Herkoff Hughes, and had under my charge the godowns at Wanchai. I remember the arrival of the *Fannie Schofield*. I had been asked by Messrs. Douglas Laprakic & Co. to store some kerosine arriving by that ship. I did not have enough room in my godown, then dealing over 35,000 cases of oil expected by this vessel, and I arranged with Messrs. Lin-tai and Davis to store some of the kerosine. The unloading of the ship commenced on the 11th June. I went to see the cases every day while they were being landed. As I stored 91,307 cases in my godown, they were in good condition, and I gave a clean receipt for them. The loss on them was a little over one per cent. I then had 17,023 cases over to Messrs. Lin-tai and

[illegible][illegible]

The delivery of the cargo was completed I never went down. I have taken delivery of great numbers of cargoes of kerosene, and I have lost on no occasion more than \$100. The loss was so with the 1,017 tons we received. As each cargo cost us \$60 it is on alternate days that we go and to Messrs. Linstead and Davis's goods.

Cross-examined by the Attorney-General: We took 837 empty cases in the cargo; but the two were among those we stored ourselves. Mr. Davis delivered all full ones to Messrs. Linstead and Davis. We landed 33,390 tins, of which 12,750 were empty after we had finished filling up in solidating the bulker cases. For the oil store in our galleon I gave a receipt for 21,129 cases of kerosene, and 173 empty cases. So far as

The Attorney-General—Can you account for the fact that the Messrs. Linstead and Davis were not damaged by the same water?

Witness—I account for the empty tins by the fact that the water was not being repaired and soldered at that time.

Q. And how were they damaged?—There was always a certain amount of leaky tins, and the first time I went to the godown with Mr. Bottomley, were simply put on one side, and allowed to leak all over the floor, instead of being repaired. I am sure the leaky tins were separated from the others. I saw it myself.

The Attorney-General—I saw by a letter from Messrs. Linstead and Davis you were told them were not damaged.

Witness--The agreement was made after the letter was written. It was before we stored the oil after removing the rooly to that letter box. My sister went and saw Mr. Davis, and made him the arrangement. We have only had this transaction but the arrangement still exists. If they are full we will take their oil once. The tins we stored in our garden were all sound, and while they were in the garden I sent a note to look after them. I received 2190 cases and there were 235 more cases. That is not many cases. That is not many cases. That is not many cases. I think it is very good. No one called my attention to anything about the oil. Messrs. Linstead and Davis got down. I only know them taking the tins as they went.

they were stored. I consider it is the duty of
downkeeper to solder up bins to keep them from
leaking, or to report there being no need for
went to Messrs. Lindsay and Davis' ginhouse at
the time they had been there until I wrote Mr.
B. Gentry. One per cent would be a
reasonable charge for four months, and there be-
only that leakage here for seven or eight months
shows that there was no problem condition. Mes-
srs. Douglas Lysprick agreed to pay as usual and at
cents per bin per month for storage, and mes-
srs. Lindsay and Davis said that they should have
the rent from Messrs. Douglas Lysprick & Co.
and hand over the half cent to me. I told them
to make out the receipt for the case as the

was always in the godown and we could not give it stored in the godown. It was in consequence of this receipt that we were asked to pay for the goods. The charge for rent was high that we allowed it half a cent off the rent, and that applied to all oil in Messrs. Linsted and Davis' godown.

By his Lordship—The cases were packed together in a block, and it was observed that there was a considerable leakage from the centre of it, we should not form the cases over to get at it, but should report it to the owners. We do not pack kerosene a considerable distance from the ground as with some of the kinds of goods.

Francisco Jose V. Jorge—I am salesman for Messrs. Russell & Co's and have special charge of the

When the take delivery of a cargo, it is inspected and a receipt is given for the quantity stored. When the kerosene is in the godown it is again examined two or three times a week to ascertain the condition of the cargo. If leakage is observed the man in charge of the godown reports to me, and I report to the owners. If the owners instruct us we repair the cases, or allow the owners to do so themselves. When a receipt is given it is noted if the cargo is damaged, and there is no description. It is taken as being of good order. The percentage of loss is about one per cent. in these workings. The damage is covered by the inspection of the godown manager.

By the Attorney-General.—I have been spring kerosene godowns for the last eight years.

the cases are not open for looking. It is not noted whether the cases are open or closed, or whether the cases are full or empty or full. We do not land case from the cases for outsiders; they land it themselves. We find cases that appear to be looking it depends on arrangement with the parties whether we can or cannot. Apart from special arrangements we put suspicious looking cases aside and in the owners: We do not repair them unless they are asked to do so. We also notify the owners if the case is in the godown and is a suspicious looking. The reason why it is not open for looking is a matter of form; it is proper to report to the owners if there is a case. The cases in the godown are piled in the godown. The cases in the godown will be

covered by inspection, because in one corner is a small wall, and if there is kerosene, it shows there is leakage. I consider it a poor inspection to walk round the stack and to pass the wall. See damage to kerosene in case during my inspection of eight years ago, when only one cargo so damaged. I consider that, "that soon to be empty or damaged, and if in them in the recent" with special notice. If the kerosene is not only a few days in the condition I attribute it to the delay in the condition of the case. It depends on arrangement, whether we repair or not; but the arrangement includes repair sometimes not. If we are requested to we charge the owner with the cost. Less occurs, chiefly while the cases are being un-

the moving causes leakage. The leakage is the condition of the tin cans. It corrodes when it comes in contact with water or something of the kind, there is some cause of that kind. When I find it I attribute it to the corroding turned over on one side to another, or to the state of the tin. Unless you remove the wooden cases, you cannot find whether the tins are in order or not. We give the receipt of outward appearance of the cases, and do not say, but we always put in the general remark "not responsible for leakage."

not then blame the godown keepers. We have a column on the receipts for remarks.

Mr. J. Isaac Hughes said—I am a broker—I was
 work to Mr. Kerfoot Hughes, and had under my
 charge the godowns at Wanchai. I remember
 the arrival of the *Fannie Schofield*. I had been
 asked by Messrs. Douglas Lapraik & Co. to
 store some kerosene arriving by that ship. We
 had not enough room in our godown, therefore I
 used over 38,000 casks of oil expected by this ves-
 sel, and I arranged with Messrs. Lin and
 Davis to store some of the kerosene. The unloading
 of the ship commenced on the 11th June. I
 went to see the cases every day while they were

godown, they were in good condition, and I gave them a clean receipt for them. The loss on them was about a little over one per cent. I handed 47,073 opium over to Messrs. Linford and Davis. They were all in good condition, and unusual in such cases, the few that were leaking were mended before they were stored in the godown. Those put into Messrs. Linford and Davis' godown were landed just the same as those stored, and delivered them into the godown. They were taken in by a Chinese tallyman, and were in good order and condition. The tallyman

[illegible][illegible]

Went down to Davis' bank vault and took out the numbers of accounts of the negroes and the whites on an average of 100 per cent and then we took on the 21,037 ones we received. As we got the cargo out we took it on alternate days down to Messrs. Linstead and Davis's godown.

Cross-examined by the Attorney-General: The two 337 essay cases in the cargo, but the two took among those we stored ourselves. We delivered all full ones to Messrs. Linstead and Davis. We landed 33,380 tins, of which 12 were empty after we had finished filling up and soldering the tinner cases. For the two stores in our godown I gave a receipt for 21,129 ones.

or Khosrau, but I saw no sign of sea-dummers, and could see, therefore, no sign of sea-dummers, and the sea was allowed to Messrs. Lusted and Dar-
the Adjutant-General—Can you account
surveyors reporting that those essos were
damaged by sea water?

Witness—I account for the empty tins by the
leakages not being repaired and soldered at the
time.

But how were they damaged?—There
always a certain amount of leaky tins, and the
tins, when I went to the godown with Mr.
Bottomley, were simply put on one side, and
allowed to leak all over the floor, instead of being
repaired. I am sure the leaky tins were spo-

Went down the creek. I saw him. I saw the letter. The Attorney-in-Chief and I saw the letter. Messrs. Lister and Davis got us ask them why the terms will be for storage of kaguine for you. Why did you ask that if you had a mutual agreement?

Mr. Lister: The agreement was made after the letter was written. It was before we stored the oil after receiving the reply to that letter. Mr. Lister went and saw Mr. Davis, and made the arrangement. We have only had that transaction, but the arrangement still exists. If they are full we will take their oil. I can cut. The tin was stored in our godown was all sound, and while there were there it was

duty to look after them. I personally saw 250,000 dollars and there were 295 empty casks. That is the only unusual quantity, I think I can say. No one ever called me attention to anything about the oil. Messrs. Linstead and Davis got away. I only saw them when they came to the gate. They were wearing the uniform of the army. They were taken back after the condition of the fins before they were stored. I consider it is the duty of a godown keeper to solder up tins he sees to be leaking, or to report them to the owner. I never went to Messrs. Linstead and Davis's godown after the time the oil was stored there until I went with Mr. Bottomley. One per cent would be a reasonable leakage for four months, and there be only that leakage here for seven or eight months.

Shoatst and cowboys were to pay us one and a cents per tin per day for storage, and was agreed to by Messrs. Mr. Chater and Messrs. and Davis that they should not take the rent from Messrs. Douglas, Liprask & Co. and hand over the half cent to us. I told them to make out the receipt for the cases as the was stated in their godown. The oil was stored in our godown and we could not give receipt for it. It was in consequence of Messrs. Douglas, Liprask & Co. complaining that charge for rent was high that we allowed the half a cent off the rent, and that applied to all in Messrs. Linstead and Davis' godown.

By his Lordship.—The cases were packed together in a block, and if it was observed there was a considerable leakage from the centre of it, we should not learn the cases over to treat at it, but should report to the owners. We do not pack kerosene a considerable distance from the ground as with some of kinds of goods.

Francisco Jose V. Jorge.—I am salesman at Russell & Co. and have special charge of kerosene oil, and the goods stored there. When I make delivery of a cargo, it is inspected, and a receipt is given for the quantity stored. When the kerosene is in the godown it is examined two or three times a week to ascertain

the condition of the cargo. If leakage is covered the man in charge of the godown reports to me, and I report to the owners. If the owners instruct us we repair the cases, or allow the owners to do so themselves. When the cargo is given it is noted if the cargo is damaged. There is no description of it taken as being good, or bad. The percentage of loss is in one per cent, or in the amount of leakage is covered by the inspection of the godown manager by the Attorney-General—I have been signing kerosene godowns for the last eight years. On the receipt we generally state it will be responsible for leakage. It is not known whether the cargo is full or not.

You can roll by the weight whether they empty or full. We do not load cargo from ship for outsiders; they load it themselves. We find cases that appear to be leaking it depend on armament with the parties whether we them or not. Apart from special arrangements, we do not suspect suspicious looking cases inside and outside the ship. We do not repair them unless requested to do so. We also notify the owner if while the cargo is in the godown, any suspicious looking cases. The remark, 'no suspicious looking cases' is a matter of responsibility for leakage.' It is matter of fact, proper to repair the cases if they are found to be leaking. The cases in our yard are piloted in a ship. The cases in the railway cars will be piloted in a ship.

covered by inspection, both before and after the
is a small vol, and if there is no event it is
discovered there is a leak. I consider it to be
inspection to walk round the stack and to be
the overall. See diagram to right of the stack
during the inspection of the right-hand stack
only one cargo is damaged. We put in the
that seem to be empty or damaged and
them in the receipt with a special notice. If
in the kerosene has been with a few to the
I find leakage of kerosene from the
condition of the asset. It depends on
arrangement, whether it is or not,
the vessel is not being used
the vessel is not being used

we charge the owner with the cost. Let
occurs chiefly while the cases are being
the moving causes leakage. The chief
leakage is the condition of the tin cans.
tin corrodes when it comes in contact
water or something of the kind, there are
some cases of that kind." When I find
Attribute it to the corroding action of the
one side to another, or to the state of the
Unless you remove the tin bottom cases
cannot tell whether the tins are in
order or not. We give the receipt a
outward appearance of the cases, and do
open them, but are always put in the receipt
"The probable fly leakage."

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August 1st.

IN ORIGINAL JURISDICTION.

THE HON. SIR GEORGE
C. J. JUSTICE.

DOUGLAS LAPHAM & CO
LINCOLN AND DAVIS, ESQ.
E. Macken (instructed
by Wotton, and Deason), app
s, the Attorney General
(y) (instructed by Moser, S
mson), for the defendants.

A special jury of seven was
drawn from the usual com
posed of Mr. J. E. E. E. D
E. Beart, E. J. H. Buschm
Capt. Barrie and M. A.
called, but the former wa
already been convicted w
matter was allowed to stan

